

INSLIE URGES ACTION AT ONCE

In Written Recommendation, Mayor Asks New Thoroughfare at Fourteenth Street.

THREE ROUTES SUGGESTED

Mayor Favors Sixty-Foot Road Through Locust Alley and Mayo Street.

Choice of three routes for the new thoroughfare between Main and Broad Streets which is to offer an outlet to the traffic over the new bridge will be recommended to the Council Committee on Streets Monday afternoon in a letter which Mayor Ainslie has addressed to that body giving a few reasons for opening up the new street and urging immediate action. So far, the matter of relieving the congested traffic of the downtown wholesale section has never passed the agitation stage, but the Mayor has taken the bull by the horns in the following recommendation:

"To the Honorable Committee on Streets of the Council of the City of Richmond:

"I respectfully recommend to your honorable committee that you direct the City Engineer to make a report to you embodying surveys and estimates of cost of straightening, widening, re-grading and paving the following routes between Main and Broad Streets with a view of creating a thoroughfare in the designated section of the city, of a proper grade and width to take care of the traffic that will ultimately be in that vicinity, and to divert such portions of it as should be properly diverted in order to relieve what will certainly, in the near future, be a bad congestion in and along Main and Fourteenth Streets and thoroughfares:

"1. A route from Main Street to Ross, or Broad Street, along Mayo Street and Locust Alley.

"2. A route from Fifteenth Street to Broad, or Ross Street.

"3. A route from Main to Ross, or Broad Street, through Fourteenth Street.

Increased Traffic.

"When the new Mayo Bridge is opened, it is certain that traffic in that locality will be enormously increased, and that a proper outlet for that traffic is destined for Broad Street and portions of the city north of that street will be necessary. My personal preference is for a route through Locust Alley and Mayo Street, as I believe that will be not only the most convenient, but would furnish a better grade,

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SAY HE STOLE RING

Correll Said to Have Taken It From Finger of Fellow-Lodger.

M. C. Correll was arrested last night by Patrolman Brantley on a warrant charging him with stealing a gold ring, valued at \$15, from G. W. Dillard, a fellow-lodger at 1435 East Main Street. Correll is alleged to have entered Dillard's room yesterday afternoon while the latter was asleep and removed the ring from his finger. He is then said to have made attempts to sell it, but was unsuccessful.

Dillard awoke shortly afterwards, and missing his ring, he at once went to a magistrate and procured the warrant for Correll's arrest.

Reports House Robbed.

B. N. Abbott, of 317 North Twentieth Street, yesterday reported to the police that his house was entered and a quantity of groceries, a razor and a coat stolen.

Run Down by Coal Cart.

Henry Dixon, twenty-four years old, of 1809 North Twentieth Street, was badly injured yesterday morning when he was run down by a coal cart owned by Nelson & Ladd, at Nineteenth and Cary Streets, while he was riding a bicycle. Examination by Dr. H. T. Hawkins, City Hospital ambulance surgeon, showed that he had sustained a broken collarbone and numerous bruises and cuts. He was treated and removed to his home.

Fall Breaks Wrist.

S. L. Longest, of 282 N Street, broke his wrist when he stumbled and fell yesterday morning while at work at the plant of the American Locomotive Company. He was treated by Dr. H. T. Hawkins, City Hospital ambulance surgeon, and removed to Grace Hospital.

Arrested on Robbery Charge.

R. L. Johnson, colored, was arrested yesterday on a warrant charging him with stealing two sacks of corn, valued at \$8, from J. C. Phaup, a teamster.

UTTERLY RUINED WEEK-OLD PAVING

Without Permit From City Street Car Company Rips Up Model Paving on Main Street.

Incensed over the mutilation by the Virginia Railway and Power Company of the new street paving on Main between Fifth and Seventh Streets, without having obtained a permit from the city, City Engineer Bolling has announced his determination of presenting the case to the Street Committee of the Council, which meets Monday afternoon at 5 o'clock. The unusual condition of affairs was brought to Mr. Bolling's attention yesterday, when the Virginia Railway and Power Company applied for a permit to tear up this section of the street for the electric welding of the car tracks.

Investigation by the City Engineer's office disclosed the fact that the street car company had already begun this work on Friday, without waiting for the granting of the permit, and had already wrecked the paving irrevocably. From Mr. Bolling's standpoint, the damage was already done, so the permit was perfunctorily granted. This action of the company in proceeding with its destruction of the street without having obtained the necessary permit is not to be ignored, however, and the City Engineer will air his grievance before the Street Committee.

Best in City.

The feature of this incident, which is particularly obnoxious to the City Engineer's office is the fact that this particular piece of paving, pronounced the finest bit of work in the entire city, has not been down more than ten days. Due to unavoidable delays, this stretch of street was torn up for months, while the contractor sat with idle hands waiting for granite cobles.

The unusual delay in completing the work was the subject of heated agitation before the Street Committee, when the charge was directly made that the granite quarries were in agreement with certain of the larger street paving contractors, and deliberately played off their orders from the smaller contractors in order to hamper their work. After wrestling with this problem and finally obtaining a paving that satisfied even the most exacting, the City Engineer was appalled to discover that it had been ripped to pieces over night without even a permit from his office.

When the application for a permit for the work was made, the City Engineer wanted to know why the welding of the rails had not been done while the street was closed to traffic those many months, and the car company had a ready answer in the fact that certain apparatus necessary to do this welding could not be obtained in time. In view of the general contract between the city and the street railway company, the City Engineer could not have positively refused to grant a permit, but, Mr. Bolling said, the permit would not have agreed to such wholesale destruction of paving as has been perpetrated without permission.

The fear of the City Engineer is that the street railway company has wrecked the paving so that it cannot be restored to its original state of perfection by any amount of patching and repairing. It was a model piece of work before its destruction, said the engineer, and it seems impossible to restore it without doing the whole work over. Mr. Bolling is thoroughly worked up over the action of the Virginia Railway and Power Company, and will make a warm presentation of the case to the Street Committee.

HORSE KILLED; DRIVER INJURED

Drunken Taxicab Driver Runs Machine Into Laundry Wagon.

A taxicab owned by the Richmond Transfer Company and driven by a drunken chauffeur last night about 7:30 o'clock crashed into a wagon of the American Laundry Company, of 1207 West Main Street, at Laurel and Franklin Streets, badly injured the driver, who was thrown out; damaged the vehicle and injured the horse to such an extent that it had to be shot. The wagon's driver was Joseph L. Anderson, twenty-five years old, of

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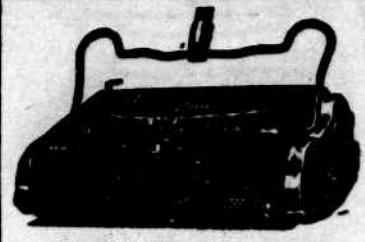
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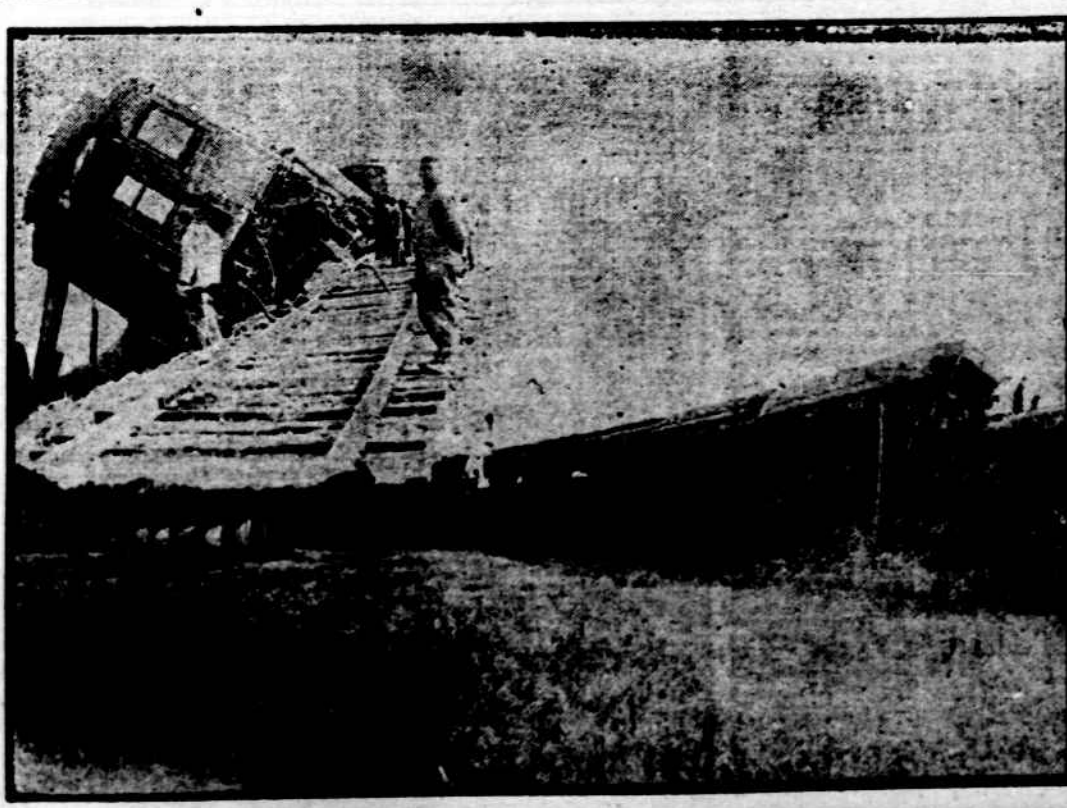
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Recent Wreck on the Virginian Railway at Altavista



The above illustration shows the wreck of a coach and Pullman on the Virginian Railway, which occurred November 3 at Altavista, just after the train had crossed the Stanton River bridge. The accident was caused by a broken rail on a sharp curve. But for a day coach and baggage car (not shown in picture), piled up by the broken rail and the Pullman, both the wrecked coach and baggage car would have gone to the bottom of the forty-foot ravine. There were five passengers on the Pullman, but outside of slight bruises no one was seriously hurt. Suggestive of the scene was one of the dead by lying down.

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